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TENTH BIENNIAL  
CONVENTION

Brotherhood  
Railway Carmen  
of America

1901

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# International Official Souvenir

TENTH BIENNIAL  
CONVENTION  
COMMENCING WEEK  
September 9, 1907

## Brotherhood Railway Carmen of America

Presenting a complete history  
of the organization, with an  
outline of its aims and purposes



PUBLISHED BY

Grand Lodge Brotherhood Railway  
Carmen of America

1907





THE BLAKELY PRINTING  
COMPANY, CHICAGO

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**I**N PRESENTING THIS SOUVENIR TO OUR MEMBERS AND THE PUBLIC WE HAVE ENDEAVORED TO SHOW THE PURPOSES OF THE BROTHERHOOD RAILWAY CARMEN OF AMERICA, ITS AIMS AND OBJECTS, THE BENEFITS TO BE DERIVED FROM MEMBERSHIP, AND THE WORK ALREADY ACCOMPLISHED. THE PURPOSES AND TEACHINGS OF THE BROTHERHOOD ARE NOT CONFINED TO THE INCREASING OF WAGES AND THE SHORTENING OF THE WORKING DAY, BUT ARE ALONG BROADER LINES. THE UPLIFTING OF THE WORKING CLASSES, THE ADVOCACY OF TEMPERANCE AND HIGHER MORALS ARE RECOGNIZED AS THE BASIC PRINCIPLES AND THAT OUR EFFORTS HAVE BEEN SUCCESSFUL IS A SOURCE OF GREAT SATISFACTION TO THE OFFICERS OF THE GRAND LODGE. WE PRESENT THIS, OUR FIRST OFFICIAL SOUVENIR, IN CONNECTION WITH OUR TENTH BIENNIAL CONVENTION WITH THE HOPE THAT AT THE EXPIRATION OF THE NEXT TWENTY YEARS WE MAY BE ABLE TO POINT WITH PRIDE TO THE ACCOMPLISHMENT OF THESE AIMS AND THAT THE PUBLIC AND OUR MEMBERS MAY HAVE A BETTER KNOWLEDGE OF WHAT THE BROTHERHOOD RAILWAY CARMEN OF AMERICA STANDS FOR.

FRANK L. RONEMUS,  
Grand Chief Carman.

direct of



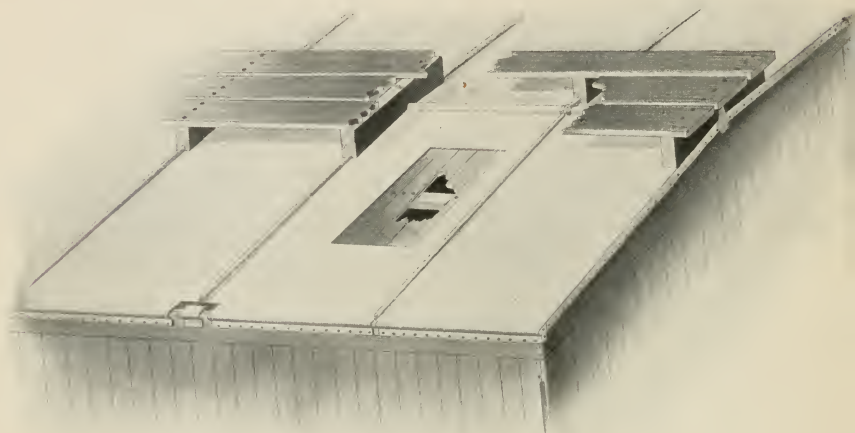
FRANK L. RONEMUS,  
Grand Chief Carman.





FRANK HALL,  
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# FOREWORD

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The history of the Brotherhood Railway Carmen of America dates from October 27, 1888, when the first lodge was instituted at Cedar Rapids, Iowa. From that small beginning the Brotherhood has grown until today it ranks in importance with the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and the Order of Railway Conductors, with a roster of four hundred and eighty lodges and a membership of over 35,000.

That the organization has been a great boon to railway employes is a proven fact, attested by its steady growth, a growth that is destined to place it at the head of all railway organizations in the next few years. Not only have the employes been benefited, but the Brotherhood has so increased the efficiency of the workers that the great railways of the country have at their command an army of trained men who make the operating of giant systems possible with a degree of certainly unknown before its existence. A membership in the Brotherhood is a diploma showing the member is a man experienced in his line of work and not a seeker of temporary employment. Again the object of the Brotherhood is not alone the securing of higher wages and shorter hours, but to teach its members the importance of their duties and impress upon them the dignity of honest toil well done. No other occupation places a higher valuation on sobriety than that of the railway employe, where a clear brain and a steady nerve may at any time save the lives of hundreds and where dull thinkers and alcohol-befuddled brains are a constant source of nightmare to the employer. Habitual intemperance meets with expulsion, and the Brotherhood constantly teaches the leading of a cleaner life. Railroad work is dangerous, and the ranks of the Brotherhood are constantly being thinned by accidents. To provide for disabled brothers and the care of dear ones when removed by accident or when in unavoidable distress has become a religion in the Brotherhood, and many are the unfortunates who have been kept from absolute destitution and suffering by the provision it makes.

Proper regard for principle, whether in the employe or employer, and a desire to deal honorably with all alike is the foundation upon which the Brotherhood rests, and such are the principles that have been responsible for its wonderful growth.

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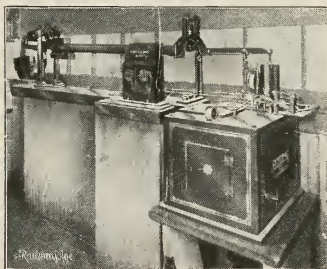
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# Origin, Progress and Attainments of the Brotherhood Railway Carmen of America

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In supplying the matter contained in the following pages, which constitutes a condensed history of the origin, progress and development to the present state of the Brotherhood Railway Carmen of America, I do so fully realizing that others than myself have contributed largely toward making it possible for anyone to chronicle the attainments of the Brotherhood at this period in its history.

Personally, the writer would much rather some other pen was employed in the work, but probably being the only person who has been constantly in touch, in an active and official capacity, with the organization through its varying conditions, he cannot well shirk what appears a task or burden, and therefore accepts the responsibility, with a realization of the necessity of furnishing a true and authentic account of at least the most important events as they have presented themselves to one who has been persistently "on the ground" ever striving for the realization of the objects for which the order was founded. It is hoped that the time and space used will not have been in vain, and that among the many who may read it, with whatever degree of confidence in the concentration of forces on the part of toilers, they will recognize therein the advantages of persevering patience and a steadfastness of purpose in which confidence is felt, as can no doubt well be the case with the objects for which the B. R. C. of A. was established, and the methods advocated to be employed for the attainment of those objects.

In furnishing statements of facts as they presented themselves from time to time, in following the winding course of the brotherhood, it is necessary for the writer to make mention of his own labors perhaps more often than will appear to the reader to be in good taste, but in doing this, beg to assure all that it is not for the purpose or with the desire to harness glory for personal ambition, but because truthful narration compels such. The writer first suggested the formation of an organization of, by and for carmen in the early part of the summer of 1881, to his fellow workmen as car repairers and inspectors at Wilton Junction, Iowa, on the C., R. I. & P. Railroad. This, so far as I know, was the first reference ever made by anyone towards organizing the car-

men. The suggestion was not productive of any results, except that Brother W. H. Ronemus, who later became the organizer and founder of the first lodge of carmen ever instituted, and who was one of the carmen at Wilton Junction, became interested, and encouraged the idea. Nothing, however, came of the small talk in regard to forming an organization during this and several subsequent years, the carmen failing to exhibit any interest at this time. Although nothing was done by way of launching a carmen's organization, both W. H. and F. L. Ronemus continued to advocate such proceedings on the part of car department employes on every available occasion. In 1882, 1883, 1884, 1885, 1886, 1887, as at present time, changes were taking place in the car department, and in 1882 F. L. Ronemus was transferred to West Liberty, Iowa, where he was in charge of a small force of men and remained there until the summer of 1886, while W. H. Ronemus was, in about 1883, transferred to, or rather accepted, a position at Cedar Rapids, Iowa, with the B., C. R. & N. Railroad Company (which has since become a part of the Rock Island System) as foreman of Night Car Inspectors, where he continued to advocate the organization of the carmen for their own good. He remained in this position continuously for a number of years after he had succeeded in launching the Brotherhood of Railway Car Repairers of North America, which was accomplished at a meeting called for the purpose in a combined baggage and smoking car on the shop tracks of the B., C. R. & N. Company, not, however, until a number of meetings had been held during the year or more preceding the final successful meeting on the night of October 27, 1888. On the occasion referred to, W. H. Ronemus was elected by the members of the infant organization as Grand Chief Car Repairer, with Alex Lynott, also of Cedar Rapids, Iowa, as Grand Secretary-Treasurer of the Brotherhood.

In 1886 F. L. Ronemus had also accepted a position with the B., C. R. & N. Railroad Company at Estherville, Iowa, then a new Division on this line, as Foreman of Car Inspectors and Repairers, but being located more than two hundred miles from Cedar Rapids, where the organization was launched, and not having known of the meeting called for that purpose, was not a charter member of the first lodge, much as he would have felt interested in assisting to the best of his ability at the time, but became a member thereof by making application in the prescribed form as soon as practicable after the lodge was organized.

The number of men who participated in the launching of the Brotherhood of Railway Car Repairers of North America, on October 27, 1888, was seven, which number was increased to nine during the following weeks; not a very large membership, it is true, but composed of such as were determined to do the all in



their power to make the organization a permanent one. All the members were car inspectors, and, with the rates of pay in vogue at that date for this occupation, it is not necessary to add that none of the members were burdened with an excess amount of money to contribute towards the advancement of the organization.

The Grand Chief Car Repairer, himself, more than anyone else, firm in the determination to make it a success, personally interested himself from time to time in securing names of car inspectors in different parts of the country, from defect cards attached to intermediate sills of cars, as they passed through. The amount by him personally spent for postage stamps, required to forward letters addressed to the different Inspectors, as well as the amount he himself contributed to having printed circular letters, and constitutions which had been promulgated by a committee composed of the Grand Chief Car Repairer and the writer, which constitution was adopted when presented to the lodge at Cedar Rapids, and necessarily somewhat crude, can hardly be estimated. Each of the members of this first or Grand lodge, it is true, contributed from time to time small amounts, but on the Grand Chief Car Repairer devolved the responsibility to mail literature and communications to such car inspectors as he could get interested. This work on his part was not without results, although a less patient promoter would no doubt have given up in despair many weeks before the second lodge was added to the directory. The work of organizing lodges with practically no facilities and very little interest on the part of most of those communicated with was, as may be supposed, uphill work, especially to men who were compelled to earn their living at their occupation, and receiving no remuneration for whatever they might do by way of advancing the interests of the organization. The Grand Chief Car Repairer, however, succeeded in establishing lodges at Clinton, Iowa, Topeka and Wichita, Kan., by personally visiting these points, and at Pueblo, Colo., and Fairbury, Neb., by correspondence, during about fourteen months following the institution of the original lodge at Cedar Rapids, Iowa. In order to connect all the influences that later contributed to the building of the Brotherhood Railway Carmen of America, it will be necessary to take up the efforts of another body of men and Brothers, who had not heard or known of the Brotherhood Railway Car Repairers of North America, which was at Minneapolis, Minn., under the leadership of Sylvester Keliher, from which it seems that the year 1888 awakened the carmen to a sense of duty in the direction of organization, as on November 23d of that year a meeting was called by Brother Keliher at Minneapolis for the purpose of organizing carmen. The objects of these men were identical with those of the Charter members of the original B. R.



J. W. BARTHOLOMEW,  
Member Grand Executive Board.



C. R. at Cedar Rapids, instituted the preceding month, but not knowing of the existence of the former organization, they proceeded to permanently organize the "Carmen's Mutual Aid Association." A larger Charter membership participated on this occasion than was the case at Cedar Rapids, the report from Brother Keliher showing that there were 57 present, Brother Keliher being elected as Grand Secretary and Treasurer of the organization. This was the only lodge of the "Carmen's Mutual Aid Association" until October 31, 1889, when their second lodge was established at Barnesville, Minn. During the following winter, and about the same time, Brother W. H. Ronemus was organizing the lodges of the "Car Repairers" at Wichita and Topeka, Kan.; Brother Keliher of the "Mutual Aid Association" also made a tour as organizer and established lodges at St. Paul, Minn., La Crosse, Wis., Mason City, Iowa, and St. Joseph and Kansas City, Mo. After Brother Keliher had left Kansas City, Brother W. H. Ronemus, en route from Topeka, Kan., to his home at Cedar Rapids, Iowa, stopped at Kansas City, proceeded to look up prospects for organizing the carmen, when to his surprise he learned that a Mr. Keliher had been there and organized a lodge of the "Carmen's Mutual Aid Association," and, on investigation, learning that the objects of himself and Brother Keliher seemed to be for the same purpose, he lost no time in getting in communication with him, with the result that Brother Ronemus, after having communicated with all lodges, called the "First Annual Convention of the Brotherhood of Railway Car Repairers of North America" to meet at Topeka, Kan., on September 9, 1890, instructing each lodge to elect a delegate, and at the same time inviting the "Carmen's Mutual Aid Association" to participate therein by also electing from each of their lodges a representative, with and for the object and purpose of amalgamation. In the meantime another lodge had been organized at Duluth, Minn., and consequently, on the date specified, these representatives from their respective lodges met in joint convention.

From the Brotherhood of Railway Car Repairers of North America:

W. H. Ronemus, of Cedar Rapids, Iowa, Grand Chief Car Repairer.

N. B. Chambers, Fairbury, Neb., representing Fairbury lodge.

L. P. Downey, Wellington, Kan., representing Wichita lodge.

F. A. Geiger, Pueblo, Colo., representing Pueblo lodge.

C. E. Chilson, Topeka, Kan., representing Topeka lodge.

F. L. Ronemus, Estherville, Iowa, representing Cedar Rapids and Clinton, Iowa.

From the Carmen's Mutual Aid Association:

Sylvester Keliher, representing Minneapolis, Minn.

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W. S. Missemer, St. Joseph, Mo., representing St. Joseph, Mo.  
J. Dinon, St. Paul, Minn., representing St. Paul.

C. L. Mueller, Barnesville, Minn., representing Barnesville,  
Minn.

P. Kelly, West Superior, Wis., representing Duluth, Minn.

L. H. Shaeffer, Kansas City, Mo., representing Kansas City.

After listening to the reports from the leaders of the respective organizations, and reports from the representatives from each point represented, the convention was not long in unanimously agreeing to amalgamate the two organizations into one, which was promptly done.

A committee, composed of S. Keliher and W. S. Missemer from the Mutual Aid Association and N. B. Chambers and F. L. Ronemus of the Brotherhood of Car Repairers, was appointed to prepare and present a constitution for the government of the consolidated organization. This committee went into session about four o'clock P. M. and remained in session without recess, except to replenish the inner man at the proper time, until about four o'clock A. M. the following morning, but was ready to participate in regular session of the convention on September 10th, which session was called for 7:30 A. M.

The report prepared by this committee was adopted, with the exception that the committee had reported in favor of adopting the name "Carmen's Mutual Aid Association" as the name of the organization, which was amended on motion of Brother F. A. Geiger to that of "Brotherhood Railway Carmen of America." Therefore, to Brother Geiger properly belongs the credit of really naming the consolidated organization, which brought forth considerable discussion, but all of a friendly nature. It was thereupon decided that a committee should be appointed to prepare a ritual for the organization, and on motion of one of the delegates, the committee that, as the mover suggested, had done so well in preparing the constitution, was delegated the task.

The election of Grand lodge officers resulted in the selection of the following staff:

Grand Chief Carman, W. H. Ronemus, Cedar Rapids, Iowa.

Vice Grand Chief Carman, W. S. Missemer, St. Joseph, Mo.

Grand Secretary-Treasurer, S. Keliher, Minneapolis, Minn.

Grand Warden, L. H. Shaefer, Kansas City, Kan.

Grand Sentinel, C. E. Chilson, Topeka, Kan.

Grand Executive Board, R. Hazelwood, Minneapolis, Minn.;  
Chas. Riach, Barnesville, Minn.; P. Kelly, West Superior, Wis.;  
J. Wyman, Vinton, Iowa, and F. L. Ronemus, Estherville, Iowa.

As at this stage the future of the Brotherhood was in a measure problematic, salaries were not provided for the Grand lodge officers, except that it was provided that the G. S. & T.



G. F. MOUNTS,  
Member Grand Executive Board.

should be remunerated in accordance with the requirements and ability on the first meeting of the Grand Executive Board, also that the Grand lodge officers would be guided by circumstances as to the ability of keeping an organizer in the field, but the Vice Grand Chief Carman was designated as General organizer, subject to future conditions.

The Preamble or declaration of principles adopted at this, the first convention of the Brotherhood, were as follows:

"The members of this Brotherhood do declare that it is the intent and purpose of the Brotherhood to promote Friendship, Unity and True Brotherly love among its members.

"First: To exalt the character and increase the efficiency of carmen, to bring greater proficiency into their department by a mutual interchange of ideas and a discussion of the best and most economical methods of performing labor.

"Second: To benefit our employers by raising the standard of our craft.

"Third: To establish mutual confidence and create and maintain harmonious relations between employer and employe.

"Fourth: To care for our dear ones in distress or when disabled or removed by accident or unavoidable adversity." Which was amended at subsequent conventions by adding:

"Fifth: To allow no one to become or remain a member of the order who does not live a good, sober and moral life.

"Sixth: To require all members to faithfully perform their duties to the best of their ability for their employers.

"Seventh: To use honorable means to secure the passage of laws beneficial to our craft and improve the carmen's condition."

Before closing the first annual convention of the Brotherhood, Pueblo, Colo., was selected at the place for holding the second annual convention. This on the able manner in which Brother F. A. Geiger from that city presented the claims of that place as the proper meeting place. The writer, having been in attendance at that convention, can add that no misrepresentations had been indulged in by the enthusiastic delegate to first convention from Pueblo.

Soon after the first convention at Topeka, Kan., it was learned that at Indianapolis, Ind., the Car Repairers' and Oilers' Protective Association had been formed into an infant organization during 1890, also that the Brotherhood Railway Carmen of Canada had been formed at Toronto, Ont., in 1890, neither of which knew of the B. R. C. of A., when after correspondence both these organizations dropped their identity and became a part of the Brotherhood, consolidating at Topeka in September, 1890.

The Brotherhood at once made good progress. Vice Grand Chief Carman Missemmer was able to devote considerable time to



W. S. BROWN,  
Member Grand Executive Board.

organization work, also the Grand Secretary-Treasurer left the office on occasions to put in a lodge, until at the opening of the second annual convention, August 4, 1891, the directory contained 54 lodges, with six lodges instituted that had not been chronicled in the directory. Nearly a full delegation was in attendance at the Pueblo convention, and all pointed to the success of the Brotherhood Railway Carmen of America. Of course, up to this time our members had not expected to dictate terms of employment for carmen, and no attempt had been made to secure improved conditions by soliciting at the hands of employers wage agreements, etc.

At this convention the following officers were elected for the ensuing term (or year, as the conventions were being held annually until 1892, when the constitution was amended to hold conventions biennially instead of annually):

Grand Chief Carman, W. S. Missemer, St. Joseph, Mo.

Vice Grand Chief Carman, B. F. White, Temple, Texas.

Grand Secretary-Treasurer, S. Keliher, Minneapolis (re-elected).

Grand Executive Board, W. H. Ronemus, Cedar Rapids, Iowa; W. T. O'Donnell, Minneapolis, Minn.; W. A. Brown, St. Louis, Mo.; John Caples, Kansas City, Kan., and N. B. Chambers, Fairbury, Neb.

During the next year further progress was made, many lodges being instituted by the Grand Chief Carman, who had been put on salary at the Pueblo convention, and the Vice Grand Chief Carman, who was retained as general organizer. The third annual convention had been scheduled to meet in St. Louis, Mo., June, 1892, at which there were one hundred lodges represented, and at which Brother Missemer was re-elected as Grand Chief Carman and Brother Keliher as Grand Secretary-Treasurer. Death having visited the ranks of the Brotherhood in the interval, removed from his labors Brother B. F. White, who would otherwise, no doubt, also have been re-elected as Vice Grand Chief Carman. In his stead Brother H. J. Dacres of Fort Worth, Texas, was elected, with a Grand Executive Board of W. H. Ronemus, Cedar Rapids, Iowa (re-elected); John Caples, Kansas City, Kan. (re-elected); L. P. Downey, Wellington, Kan.; D. D. McInnis, Duluth, Minn., and J. H. Rosen, Los Angeles, Cal.

The Brotherhood continued to make progress after the 1892 convention and many more lodges were added to the directory, while two working agreements and wage scales were secured before the expiration of six months after the third convention, at which the constitution was amended providing for biennial instead of annual conventions. June 12, 1894, was the date fixed for the fourth convention, or first biennial convention.





M. F. RYAN,  
First Vice-Grand Chief Carman.



The number of lodges had increased to 160, all except a few of which were in good standing. The membership had been swelled to about ten thousand, and prospects for the future were brighter than ever before during the early months of 1893, but in June of that year an influence that boded evil to the various Railroad Brotherhoods was set in motion. It was during June, 1893, when the American Railway Union, under the leadership of Eugene V. Debs, made its appearance in the labor world. Many will remember the rapid growth of this organization immediately after it was first heard of. Members from all of the railway labor organizations were induced by the eloquence of Mr. Debs and his associates to forsake the organization of their crafts and become identified with the American Railway Union, which, it was claimed by its president and others, would become the panacea for all ills to which railway employes were subject. At first it was represented that the American Railway Union would be an open trades union, the main objects of which were to unite all the existing Railroad Brotherhoods, and thus prominent members of the different orders were induced to join the movement under Mr. Debs. Among these were such men as Geo. W. Howard of Chicago of the Order Railway Conductors, L. W. Rogers of the B. of R. T. and S. Keliher of the Brotherhood Railway Carmen of America. Mr. Howard became Vice-President and Mr. Keliher was made General Secretary-Treasurer.

After this new organization had published its constitution, Brother Keliher, who had been the Grand Secretary-Treasurer of the Brotherhood Railway Carmen, notified the Grand Executive Board of his intention to resign the position he had held since September, 1890, preparing at about the same time a circular letter, in which he urged all members and lodges of the Brotherhood, whose Grand Secretary he had been so long, to forsake the Brotherhood and send in their charters, upon receipt of which they would be granted, on application, a charter in the American Railway Union, of which a copy was mailed to each lodge of the Brotherhood. The Brotherhood being at the time the youngest Railroad Labor organization, and not having gained the standing that it since has attained, this letter was naturally a great surprise; and Brother Keliher having gained the fullest confidence of the entire membership by his previous apparent interest in the Carmen's welfare, this influence naturally had a greater effect on the Carmen's Brotherhood than on either of the other organizations, which were also solicited to become affiliated with the A. R. U.

The Cyclopædia of Fraternities, a compilation of authentic information and the results of original investigation as to origin, derivation, founders, development, aims, emblems, character and

GUILFORD S. WOOD

# Railway Necessities

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personnel of more than six hundred secret societies in the United States, says of the American Railway Union:

"Founded in Chicago, in 1893, by Eugene V. Debs of the Brotherhood of Locomotive Engineers, a resident of Terre Haute, Ind., with whom were associated George W. Howard, Chicago, of the Order of Railway Conductors; Sylvester Keliher, Minneapolis, of the Brotherhood of Railway Carmen, and L. W. Rodgers, Chicago, of the Brotherhood of Railway Trainmen, as a secret fraternity of railway employes. At first it was an open trades union, and, as such, begun and managed the sympathetic strike of railway employes at and near Chicago in aid of the strike at Pullman, Ill., in 1894, which ended in Debs and Howard being imprisoned for contempt of the Federal court. After a brief incarceration the leaders named, with remaining members of the American Railway Union, organized the latter as a secret society on the plan of the Knights of Labor, with a design of forming a strong central authority to control all branches of railway employes, in opposition to the several separate and independent secret brotherhoods and orders of railway employes. Prior to his connection with the Engineers, Debs was for fourteen years secretary of the Firemen's Brotherhood, and had for years been actively at work to unite the secret railway labor organizations. \* \* \* In 1894 and 1895 the membership of most of the half dozen railway brotherhoods and orders decreased heavily, in part due to the 'hard times' and in part as a result of the continued antagonism of the American Railway Union, and the defeat sustained in the strike at Chicago in 1894. The firemen were declared by the St. Louis "Globe Democrat" at the close of 1894 to have lost more than 4,000 members within a year, the Switchmen's Association to have become little more than a nominal organization, and the Carmen's Brotherhood to have "gone to pieces." A similar story was told of the Order of Railway Telegraphers. The Locomotive Engineers were reported to have lost 8,000 members, the Trainmen 4,000 and the Conductors a large number. Meanwhile the American Railway Union forged slowly ahead, districted the country and formed new secret unions. Fears of blacklisting by railway companies prevent the Union from publishing the names of its members, so its leaders, while claiming a large membership, declined to furnish the approximate total. One of the four organizers wrote, Dec. 8, 1894, that both men and women are eligible to join the organization and that there were 140,000 names on the rolls. The Union probably had fewer in 1896 than in 1895, but constituted a factor in the world of transportation which was not overlooked. The Independent Railway brotherhoods and orders which had suffered loss of membership in 1894 and 1895 have revived and most of them are prosperous. \* \* \*



L. L. HANNA,  
Second Vice-Grand Chief Carman.

When the American Railway Union was first introduced by Mr. Debs, and it was claimed that it would have for its objects the federation of the various railway brotherhoods, with each maintaining its integrity, it was generally endorsed by prominent representatives of the different brotherhoods, including the members of grand executive board of the Brotherhood Railway Car-men, but when in June, 1893, the constitution was made public, and it was learned therefrom that the objects were not for such federation or mutual assistance among the various brotherhoods, the Grand Chief Carman and members of the Grand Executive Board refused to have anything further to do with it, especially when it was found that the real objects were to absorb all the existing brotherhoods, but the Grand Secretary-Treasurer having been named as general secretary of the Railway Union, and his determination to cast his lot with the new Union, his resignation was accepted by the Grand Executive Board. Whereupon he mailed to each lodge of the Brotherhood the letter announcing that the grand lodge officers had endorsed the A. R. U. and that charter in that organization would be furnished on application therefor, and the surrender of their charters in the Brotherhood. It became necessary to fill the vacancy caused by this resignation of the G. S. & T. by appointment by the Grand Executive Board. The position thus made vacant was at once offered to F. L. Rone-mus, who accepted same, not knowing what had caused his being called to assume charge of the office, but always deeply interested in the welfare of the Brotherhood.

After the auditing of books and accounts, the new Grand Secretary-Treasurer was installed and all funds turned over to him, which funds consisted of about \$420, with about \$1,100 in debts to pay, and the confidence in Mr. Kelihier on the part of many lodges, on receiving the letter just mailed to him, caused the charters from a large majority of the lodges of this Brotherhood to be sent in as advised by the resigned G. S. & T., some of them applying for charters in the A. R. U. and some apparently giving up in disgust. At any rate, the charters came in thick and fast, and it was not until many of them had been returned that the new G. S. & T. learned the cause, having not previously known of the sending out of the letter referred to by the former G. S. & T. Under these circumstances it is not to be wondered at that the Brotherhood Railway Car-men of America suffered more than any of the other and older brotherhoods and orders in the railway service.

The necessity of retrenchment was at once apparent to the newly appointed G. S. & T. and his first action was to dismiss from the service of the Brotherhood the stenographer, who had been employed at a salary of \$60 per month. Following which



W. F. DONALDSON,  
Grand Secretary and Treasurer.

the Grand Chief Carman and Grand Secretary voluntarily reduced their own salaries from that as provided by the constitution \$25 per month. The members of the Grand Executive Board having been in session some time, presented their respective bills for loss of time and necessary expenses incurred in attendance on the meeting then closing, and the Grand Chief Carman requiring "something on account." The board adjourned, leaving the new G. S. & T. in possession of the office with about \$32 on hand, and lodges surrendering charters daily until all but about 38 of the original number of about 150 in good standing had relinquished their claims and responsibilities to the brotherhood that had during the past three years given such great promise.

Thus it will be seen that simultaneously with the advent of the A. R. U. came the blasting of the fond hopes of the Carmen, no doubt more particularly because of the influence of Mr. Keliher in succeeding in convincing that it was useless to keep up anything in opposition to the A. R. U. and the inability to rally from the hard blow thus received further enhanced by the "hard times" that were then setting in, can better be imagined than described, also the perseverance of anyone or more who would continue to exert their best efforts for the advancement of the Brotherhood under such circumstances. Yet we struggled against the odds, with a determination not to let the Brotherhood succumb entirely. To recount some of the experiences of the G. S. & T. who remained at his post through all the following few years would be the narration of incidents that would be attributed to Munchausen. The small membership remaining loyal to the principles and laws of the B. R. C. of A. were to a large extent doubtful of the future of the Brotherhood, even while the few lodges continued to contribute their per capita tax, which was mostly consumed in paying office rent and publication of the Carmen's Journal until the convention in June, 1894, when that also was sacrificed to the panic and lack of confidence on the part of the participants to that convention. During the latter part of 1893, the Vice-President of the A. R. U. personally visited the G. S. & T. of the Brotherhood, taunted him with being a "fool" to think of devoting his time and energies towards striving to rebuild the Brotherhood, sneeringly reminding him in such language as "What can you expect to accomplish with the handful of members you have left? We have practically all the former members of your Brotherhood in the A. R. U. and within the next six months we will have the last of them." He was met with the reply that while prospects were not so bright for the Brotherhood then, yet in the opinion of the deponent, it would live to follow to its last resting place, the A. R. U. The Vice-President here also offered the writer a position with the A. R. U. as As-





JOHN J. SOUTHONS,  
Third Vice-Grand Chief Carman.



sistant G. S. & T., which offer was, of course, not accepted, but with what ability we were possessed we continued to talk and write for the principles of our Brotherhood.

The Convention in June, 1894, was held in the Revere Hotel, Chicago, attended by about 36 representatives. At the identical time (June 12th), the American Railway Union opened up their memorable First Convention in Uhlich's Hall on North Clark street, almost directly across the street from the Revere House. The great enthusiasm exhibited through the leadership of President Debs by the several hundred delegates to the A. R. U. convention could not help having a depressing effect on the few representatives to the B. R. C. of A. convention, which, however, conducted its business quietly and in proper order, including election of officers for the ensuing biennial period. Under the then existing circumstances and conditions, candidates for offices were not as plenty as they are likely to be at future conventions. It looked to all more like, "Everything going out and nothing coming in." Grand Chief Missemer declined the re-election which was tendered him. Consequently another who had no experience was chosen for this high position, with Bro. F. A. Symonds of Texarkana, Ark., as Vice Grand Chief Carman, on whom the duties of Grand Chief fell, within a short time after the convention in 1894, on account of the expulsion from his subordinate lodge of the one elected as Grand Chief. Bro. F. L. Ronemus accepted a re-election to the office of G. S. & T., fully realizing that great sacrifices were in store on the part of anyone accepting any office and then filling it by devotion of time and labor. The Pullman strike was now on and the panic, which has become a matter of history, engulfed everything that had not the most substantial foundation. During the latter part of 1894 and early part of 1895 more lodges of the Brotherhood dropped by the wayside, and but a few remained loyal. The headquarters of the Grand Lodge had been moved to Kansas City from Chicago by the convention in 1894, but soon thereafter even the lodge at Kansas City succumbed to the inevitable—lack of confidence in the future success of the order—and the Grand Secretary was kindly left alone by all others, many of whom wished him well in his determination to add new lodges to the Brotherhood. Cedar Rapids lodge, the first lodge ever organized, always remained loyal with a membership of about 30, and on one occasion advanced \$25 to the G. S. & T. with which to meet necessary current expenses, exclusive, however, of any salary for anyone. This friendly adjunct had long ago been lost sight of by all. The position of Grand Chief was only one of honor, and not actively followed up with remuneration. The Grand Executive Board members exhibited such confidence in the judgment of the G. S. & T. that they were pleased to leave matters to his discretion, as to the conducting of the



F. A. GEIGER,  
Fifth Vice-Grand Chief Carman.

affairs of the Brotherhood. The G. S. & T. having only himself and little daughter to support and maintain, was permitted to live as best he might, which he managed to do in spite of all obstacles placed in the way. In December, 1894, he recommended to the Executive Board to permit him to move the office effects to Cedar Rapids, where his mother was living in her own home, and desired her son to live with her during the winter. Consent was, of course, given when it was explained that this would obviate the necessity of paying office rent, as the office would be at the home of the G. S. & T. While living at Cedar Rapids, the office work of the Grand Lodge was generally transacted at nights and sometimes the Sabbath day was made to suffer, while when temporary employment could be secured at any occupation whatever the Grand Lodge officer availed himself of the opportunity to earn a dollar or two. In this way an existence was eked out during the winter of 1894, and summer and winter of 1895. During the latter winter, a trip was indulged in to Atlanta, Ga., on the part of the active officer, believing it would be possible to institute a lodge at this point and at Birmingham, Ala. Aside from having transportation for the trip, \$4 was the total amount of funds with which this trip was undertaken, and when disappointed in securing a lodge at either place, and collection of charter fee as was anticipated, it may be imagined the Grand Lodge officer was not living very high. It is, however, in evidence, that even though not being successful in establishing lodges on this trip the work done and its influence at a later date brought forth fruit.

Fort Worth Lodge No. 23, always loyal in those days of hardship, also advanced \$25 to tide over a very hard couple of weeks during the early part of 1895; and with all the lack of confidence and discouraging aspects of the situation, there were yet many letters received by the G. S. & T. that breathed words of hope for the future. All such were held in remembrance, and hope was not abandoned through all the days of gloom during the years 1894, 1895, 1896 and 1897, but when it appeared that times were slightly improving, the G. S. & T. removed to Kansas City again, where he secured work as car inspector and repairer, during most of the time at Armour's shops, when the Brotherhood's work was done nights after a hard day's work was accomplished. No salary from the Brotherhood was thought of during these trying times, but the small amount received from the few lodges in per capita tax was husbanded for the purchase of postage stamps and stationery to conduct correspondence with and keeping up the small stock of supplies for subordinate lodges, which were in demand from time to time. While from time to time another and then another lodge dropped out, there were, on the other hand, occa-



W. J. ADAMES,  
Editor and Manager, Railway Carmen's Journal.

sionally a lodge added that had been attracted by the broad principles of the Brotherhood, expounded to those who were communicated with by letter and enclosure of copy of the constitution.

In October, 1896, the fifth convention was called and held in Dallas, Texas. At this convention there were seven lodges only represented, and this was about as many as there were in good standing at the time. The financial standing of the organization was not flattering, but the seven representatives all foresaw the future progress of the order. The election of officers resulted in W. H. Ronemus, original founder of the order, being elected Grand Chief Carman; Brother D. B. Kane, Fort Worth, Texas, Vice Grand Chief, and F. L. Ronemus easily winning in the race for Grand Secretary-Treasurer, opposition being extremely limited. Neither Grand Chief Carman or any other officer expected any salary during this time, but were glad to believe they might be able to hold together a semblance of an organization until conditions would to some extent improve. The advance was necessarily slow with the facilities at hand, but nevertheless perceptible. The Grand Secretary continued to work at car repairing (piece-work, at that), promising that when he had accumulated \$100 in bulk he would give up his position and again take the field in the capacity as an organizer. During the early part of 1897 a few lodges were instituted through correspondence, through efforts of Grand Chief Carman and Grand Secretary combined, and a little later the longed for \$100 mark was realized by G. S. & T., who, true to his word given to himself, thereupon immediately resigned his position, started out to again seek his fortune as an organizer. On this trip and before being completely bankrupted again, four lodges were organized, and on his return at the office a number of encouraging reports were found. From this time the receipts began to increase, and before long it became apparent that the G. S. & T. must again devote its entire time to the interests of the Brotherhood in order to meet the improving conditions. Being the possessor of a piece of property in Iowa, this was sold and a part of the proceeds employed in publishing the "Railway Carmen's Journal," which made its appearance for the first time for the month of June, 1899, in 16-page magazine form. The responsibility of publishing this valuable adjunct was assumed personally, not knowing that the Brotherhood would approve the venture. The Brotherhood, however, began to grow steadily after the appearance of the first number, when the entire membership was little over 300 in good standing, but which had increased by September 8th of the same year, when the sixth convention was held in St. Louis, Mo., to about 1,000. At this convention W. H. Ronemus was re-elected Grand Chief Carman, N. G. Eaton, Vice Grand Chief, and F. L. Ronemus, Grand Secretary. The

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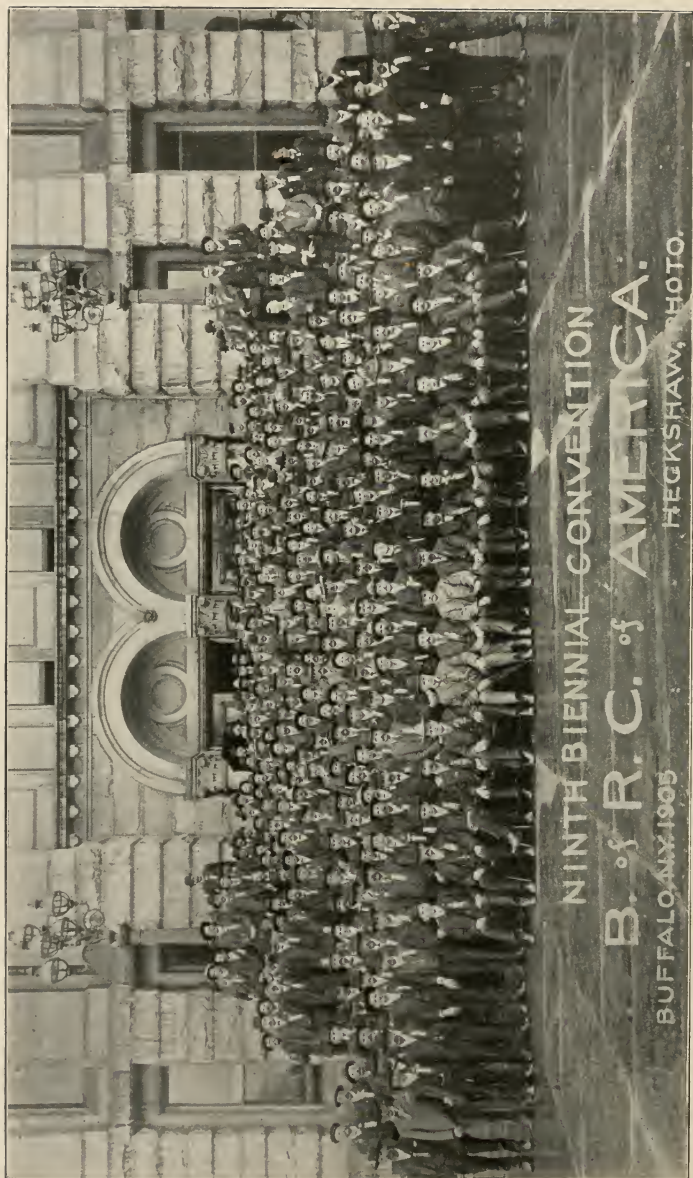
G. S. & T. was instructed to place such organizers in the field as the finances would permit from time to time, and, as in his judgment, was for the best interests of the order.

During the next biennial period an organizer was kept in the field a part of the time, and the Brotherhood continued to increase in membership and influence at a fair rate. Confidence become restored, and the funds began to accumulate to a point where something could be done towards improving and enlarging the *Carmen's Journal*, and at the seventh convention, held at Kansas City, Mo., September, 1901, 4,950 members in good standing were represented. The following staff of officers were chosen at this convention for the ensuing biennial period: Grand Chief Carman, J. B. Yeager, Sunbury, Pa.; First Vice Grand Chief, W. C. Allen, Roanoke, Va.; Second Vice Grand Chief, Z. T. Seymour, Denver, Colo.; Third Vice Grand Chief, A. J. Ross, Yoakum, Texas; F. L. Ronemus, Kansas City, Grand Secretary-Treasurer and Editor and Manager of *Journal*. Grand Executive Board, W. F. Luffman, Dallas, Texas; T. H. McLees, Columbus, Ohio; Frank Hall, Missouri Valley, Iowa; John W. Watts, Paducah, Ky., and V. B. Dunkum, Pine Bluff, Ark. It was during this convention that the Loyal Star, Auxiliary to the Brotherhood, was founded. The laws of the Brotherhood were amended at the various conventions in some respects, but not to any great extent until the eighth convention (called biennial), when the Joint Protective Board System was adopted. The eighth biennial convention was held at St. Louis, Mo., commencing September 8, 1903. The membership had by this time grown to 19,283 in good standing. Organizers to the number of two, and a part of the time three, had been kept in the field. During the period between September, 1901, and September, 1903, several agreements were entered into between the representatives of railway companies and our members on those respective systems. The Protective Board plan, therefore, became a necessity and was adopted at the eighth convention. The number of Vice Grand Chief Carmen were increased from three to five, and the office of Grand Chief Carman was, for the first time since 1894, made a salaried and active office. The office of Editor and Manager of the *Journal* was also created separate from that of Grand Secretary-Treasurer. Up to this time the Grand Secretary and Treasurer had been the only active officer and, in addition to his duties as such, performed almost exclusively the duties of Grand Chief Carman and those of Editor and Manager of the *Journal*. The election of officers at this convention resulted as follows:

Grand Chief Carman, Frank L. Ronemus, Kansas City, Mo.

First Vice Grand Chief Carman, W. C. Denius, Kansas City, Kan.





DELEGATES TO NINTH BIENNIAL CONVENTION.



Second Vice Grand Chief, Hugh Jones, St. Paul, Minn.

Third Vice Grand Chief, John Suthons, Corning, N. Y.

Fourth Vice Grand Chief, Walter Dufton, Los Angeles, Cal.

Fifth Vice Grand Chief, Mike Kelly, St. Louis, Mo.

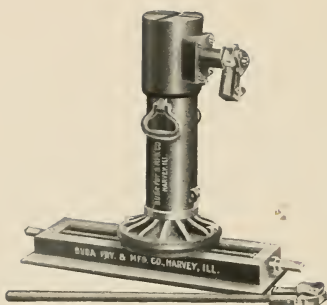
Grand Secretary-Treasurer, C. M. Suiter, Kansas City, Kan.

Grand Executive Board, Frank Hall, Moberly, Mo. (Chairman); J. W. Bartholomew, Sunbury, Pa. (Secretary); F. H. Wallace, Toronto Junction, Ont., Canada; M. F. Ryan, Beaumont, Texas, and W. C. Wallace, Wilmington, N. C.

Editor and Manager of Journal, W. J. Adames, Winnipeg, Man., Canada.

At this convention the office of Grand Chief Carman being made a salaried or active office, which had not been the case since 1894, and therefore relieved considerably the duties of Grand Secretary, in that the Grand Chief's duties were performed by himself; and the management of the Journal also became sufficient to provide employment for the editor and manager, but the increase in the volume of business had been to such extent that it became necessary to secure additional help in the office of G. S. & T.

The biennial period from the seventh to the eighth convention was a most successful one, despite the strenuous opposition offered by an opposing organization, the "International Association of Car Workers," which was launched in Buffalo, N. Y., in 1901, under the leadership of certain individuals who seemed to believe that because the B. R. C. of A. was not affiliated with the American Federation of Labor it was not protective in its features. It was also claimed by the promoters of the I. A. of C. W., or some of them, that before they put the new organization in the field they had no knowledge of the B. R. C. of A., but this argument was not adhered to with tenacity, when it was shown that some time in 1900 a circular letter, emanating from Buffalo, N. Y., over the signature of the Chief Promoter of the I. A. of C. W., soliciting responses from car workers throughout the country with a view to organize the carmen, when they had no organization; one of the circular letters being placed in the hands of the then Grand Secretary of the Brotherhood, whereupon he immediately addressed a communication to the signer of the letter, fully acquainting him with the fact that the carmen had an organization in the B. R. C. of A., which it was hoped he would assist, if his desires were earnestly for the organization of car workers throughout the country. A copy of constitution was furnished him and also copy of "Railway Carmen's Journal," containing a directory of nearly a hundred lodges in good standing, but to which communication no reply came; but the new organization used its every effort to oppose the Brotherhood, and of course some progress was made in sections of the country in which the Brotherhood had not become organized.



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In December, 1902, another circular letter, over the signature of the President of the International Association of Car Workers, under date December 12th, was addressed to the secretary of each of the lodges of the B. R. C. of A., which at this time numbered nearly two hundred, of which the following are extracts:

"Dear Sir and Brother:—I note from the roster of the Brotherhood Railway Carmen that you are the secretary of your lodge, and in accordance with instructions given me at the last convention of our organization I take the liberty of sending your lodge this letter:

"In accordance with the resolution adopted you are cordially invited to become affiliated with the International Association of Car Workers; charter, books, seal and complete outfit will be furnished free upon the receipt of your application for charter.

"The International Association of Car Workers was organized on May 22, 1901, and was granted a charter of affiliation with the American Federation of Labor on October 1, 1901, which gives this organization affiliation with over one hundred National and International Unions.\* \* \* We have accomplished more in the one year we have been in existence than the Brotherhood has in twelve.\* \* \* At the recent convention of the American Federation of Labor a resolution was adopted instructing all central bodies and State councils of the American Federation to at once unseat any delegates representing the Brotherhood Railway Carmen, and deny them affiliation. The I. A. of C. W. is now the only organization of Car Workers who will hereafter be recognized.\* \* \*

"Yours fraternally,

"

"International President I. A. of C. W."

Though no copy of this letter was mailed by the writer to the headquarters of the B. R. C. of A., the G. S. & T. and Editor and Manager of the Journal, before the end of December, had a good-sized armload of copies that had been referred to him for his advice and opinion on same, which was published in an editorial in the January, 1903, Carmen's Journal. The effect was that but two of the lodges of our Brotherhood took advantage of the offer to become affiliated with the I. A. of C. W. by being granted charters free of cost, but soon thereafter again applied to the Brotherhood for readmission to their former allegiance, while we continued to organize new lodges at a more rapid rate than ever before.

The I. A. of C. W. may have had the financial support of the A. F. of L. in their efforts to disrupt the B. R. C. of A., as



JOINT PROTECTIVE BOARD,  
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they began the publication of their official organ in April, 1903, the initial number of which contained quite a write-up of the Grand Secretary of the B. R. C. of A. over the signature of Nat G. Eaton, who had been Grand Vice Chief Carman in the Brotherhood from September, 1899, to September, 1901, and who cast his lot with the I. A. of C. W. in 1901, and was subsequently expelled from the Brotherhood by his subordinate lodge for making misrepresentations. From that time to the present the official organ of the I. A. of C. W. has contained abusive articles of the Brotherhood's officers and representatives, especially seeming to take umbrage at the fact that the Brotherhood does not order strikes and because its policy, "Establishment of mutual confidence and harmonious relations between employer and employe," has been strictly adhered to. The result is, that at present the B. R. C. of A. is practically the only carmen's organization in existence, although the I. A. of C. W. still has a number of lodges and continues to try to organize more. It has for some time been exceedingly regretted by car workers generally that there should be dual or rival organizations in the field, and several efforts have been made to consolidate, especially the I. A. of C. W. and the B. R. C. of A. The first effort was made in January, 1904, when the President and Executive Board of the I. A. of C. W. and the Grand Chief Carman and Grand Executive Board of the B. R. C. of A. met in Indianapolis, Ind., to consider amalgamation, when it was learned that the I. A. of C. W. were opposed to such amalgamation unless the amalgamated organization should become affiliated with the A. F. of L. and also admit negroes on equality with whites to the organization. When it was proposed to submit such to referendum vote of both organizations, with only such as were eligible to the B. R. C. of A. permitted to vote, the proposition was rejected by the representatives of the I. A. of C. W. Thereafter the latter organization continued to publish statements to effect that the Grand Chief Carman of the B. R. C. of A. was the obstacle that prevented the amalgamation of the two organizations. This charge, however, fell flat when the Grand Chief Carman, with Brother M. F. Ryan, on invitation met the representatives to the I. A. of C. W. convention at St. Louis, Mo., in October, 1904, in a special session, at which it was agreed that a committee of disinterested persons, composed of three, be selected to present to both organizations a plan by which the two organizations could come together. A committee consisting of John T. Wilson, Grand President, and C. Boyle, Grand Secretary-Treasurer of the International Brotherhood of Maintenance of Way Employes, and they two to select a third member was agreed to. Brothers Wilson and Boyle kindly consented to act in such capacity and later agreed upon Brother H. B. Perham, Grand

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President of the Order Railway Telegraphers, to act as third committeeman. This committee subsequently submitted to both organizations the following paper:

"St. Louis, Mo., October —, 1904.

"Your Committee, acting in accord with the above resolutions, submits the following plan for the amalgamation of the two car workers' organizations to the consideration of the members of said associations:

"First: That a joint convention of the International Association of Car Workers and the Brotherhood Railway Carmen of America be held in Buffalo, N. Y., on Tuesday, September 12, 1905. (This had been the time and place previously fixed for the regular convention of the B. R. C. of A.)

"Second: That the delegates in joint convention have full power to enact laws for the government of the members of the amalgamated association for a period of one or two years, as the said delegates may determine.

"Third: That each of the said orders shall pay all debts contracted by their respective grand officers or authorized agents in the name of their respective organizations prior to the date of amalgamation, and all property and funds remaining shall become the property of the amalgamated organization.

"Fourth: That all questions coming up for settlement in said joint convention shall be decided by a majority vote, each delegate being entitled to one vote for each member in good standing in the lodge he represents, whether direct or by proxy; provided, that where proxies are used they shall be properly made in writing and attested by the president and secretary of the lodge to be represented, and shall bear the seal of said lodge, unless for sufficient reasons the seal is unobtainable; provided further, that the number of members in good standing in each lodge shall be determined by the Grand Lodge records of the respective organizations, which records shall be accessible to the credentials committee, and to any other proper committee appointed by the delegates in joint convention, to inspect the same for the purposes herein set forth, and the Grand Secretary of each organization shall be required, if deemed necessary by a majority of the delegates, to testify under oath as to the correctness of their records.

"Fifth: That the above recommendations be submitted through the grand officers of the I. A. of C. W. and the B. R. C. of A. to their respective local lodges for a referendum vote to determine whether or not amalgamation is desired under the proposed plan.

"Your committee recommends that the officers and members of the two organizations composed of the car workers work in harmony in their efforts to promote the interests of their craft, and



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we believe that if the above recommendations are favorably considered by a majority of the members of both organizations the result will be a harmonious union, which will prove beneficial to all car workers on the North American continent.

“John T. Wilson,

“H. B. Perham,

“C. Boyle, Committee.”

The report of this committee was submitted to referendum vote to the membership of both organizations, and a majority vote adopted same on the part of each organization. The joint convention was called, at which the Grand Chief Carman recommended action favorable on the committee's recommendation. Considerable discussion was indulged in by the delegates from both organizations, of which there were about 40 from the I. A. of C. W. and 290 from the B. R. C. of A., representing about 3,600 and 15,047, respectively. Brother Stanglen of another organization was agreed on as chairman of the joint convention, and when a motion that “We do now amalgamate” was put, it was carried unanimously, but the I. A. of C. W. delegates, following the leadership of their President, walked out of the convention hall in a body, refusing to vote. Thus ended the joint convention and efforts to amalgamate the two organizations.

Patient toil on the part of those who had confidence in the principles of the Brotherhood Railway Carmen of America has been productive of steady and sure advancement, since the very depths had been reached through the influences of the American Railway Union, and the panic of 1893-4, as is evidenced from the reports, which show that the membership had dropped to about two hundred in 1895, at which point it remained until after the convention in 1896, the report of which convention disclosed a very discouraging prospect in the future for the Brotherhood. By agreement no convention was held until September, 1899, when the membership had reached nearly 1,000, as shown by the report, and which had grown to 4,950, as shown by report submitted to convention in September, 1901. During the biennial period between September, 1901, and September, 1903, with the strenuous opposition of the I. A. of C. W., the number of lodges increased from 118 to 328, all of which were in good standing except four. The membership grew from 4,950 to 19,283, while at this time it reaches about 35,000. The total receipts from the 1894 convention till that of 1896 (exclusive of convention fund), from all sources, were \$1,473.98, with nothing but some liabilities on hand. At the close of the eighth biennial convention after all bills, including expenses of convention, had been paid, there was on hand in treasury \$4,873.11. From 1894 to 1903, inclusive, each lodge paid expenses of its representative to conventions, since

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which time a convention fund has been created by increasing the quarterly dues 10 cents per quarter. There were 237 lodges organized during the biennial period between the sixth and seventh conventions, being the time when the opposition by rivals was the strongest in the entire history of the order. To accomplish this required no small amount of work on the part of our organizers, of which we had but four regular organizers, and this number only about half the period, with deputy organizers appointed from time to time as necessary to meet the requirements. The G. S. & T. instituted 52 of these lodges personally, and by instructing in writing.

While the first lodge of the Brotherhood was organized in October, 1888, it will be noted that, after deducting the time that seemed wasted prior to the advent of the A. R. U., the present standing of the Brotherhood has been attained really since June, 1899, when the Carmen's Journal was re-established, and after which date a steady increase in membership was experienced. The first agreement with any railroad company was secured with the C. P. R. in 1901, and since that date additional agreements and working conditions have been secured from at least 40 additional railroads. The most friendly relations exist between the employers and our craftsmen, and in every instance where the laws of the order have been observed by our representatives in seeking improved conditions, they have been met with that spirit of recognition that could be expected following the employment of gentlemanly conduct in soliciting conferences to lay before managements matters of importance in relation to conditions of employment of men in the car department.

The Brotherhood has experienced the ups and downs that may be expected in the progress of any enterprise. Some of the trials have been of sad, while others have been of annoying, natures. Misunderstandings have arisen in various ways between and among members and officers, and sometimes the internal opposition seemed as strong as that which was external. In 1904 it was necessary to request the resignation of two Vice Grand Chief Carmen and to revoke the commissions of two regularly appointed organizers, all of which was without doubt for the best interests of the order.

The saddest affliction that visited the order in its history was the death of Grand Secretary C. M. Suiter, which occurred only two months after he had been elected to this important position in 1903. This necessitated the appointment by the Grand Chief Carman of a successor, which appointment was conferred on the assistant in the office, whose resignation was requested by the Grand Executive Board just prior to the ninth biennial conven-

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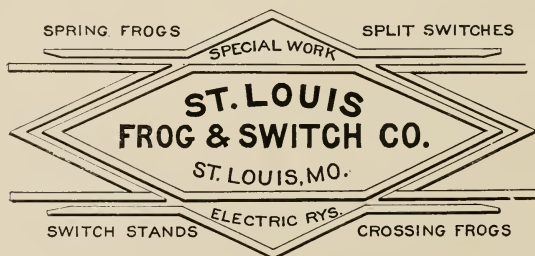
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tion, when irregularities were discovered in the auditing of the accounts. Some annoyance, of course, resulted from this occurrence, but the systematic handling of the affair did not result in much financial loss to the Brotherhood.

In June, 1906, Brother J. W. Watts, who had been elected as Grand Secretary-Treasurer at the ninth biennial convention, September, 1905, becoming dissatisfied with the position, tendered his resignation as such officer, requesting that it be accepted as soon as possible, which necessitated the convening of the Grand Executive Board during that month in special session, for the purpose of auditing the books and accounts of the grand lodge and approving the appointment of a successor to fill the unexpired term. Brother W. F. Donaldson, the present officer in that capacity, was at this time appointed, which appointment was promptly confirmed by the Board, and since this appointment there has been no break in the official staff of the grand lodge. Additional assistants have, from time to time, been appointed to meet the requirements of a continued growth, but without doubt the report to the tenth biennial convention will show the Brotherhood in much better condition, both numerically and financially, than ever before in its history.

The Brotherhood has an insurance department known as the "Carmen's Mutual Aid Association," providing for a certificate of insurance in the sum of \$250, \$500 or \$1,000, to be paid to the beneficiary of a deceased member, or to himself, in the event of total and permanent disability. This department is mutual and optional with members, and not compulsory. At present but about 600 members have participated therein, but greater interest is manifested therein at this time than ever before.

The policy of the Brotherhood is one of approval of arbitration, mediation and conciliation, rather than the strike; and while we feel justified in claiming that the progress of our Brotherhood has never been surpassed, if equaled, by any organization in the country during the time of its active existence, there can be no doubt but this spirit is to a great extent responsible for the harmonious relations between employers and employes of the membership generally. Very few suspensions of work have been participated in by this Brotherhood, and such as have been indulged in have been only after every other means had failed to bring about results following disagreements, mutually agreeable to all concerned.

The ninth biennial convention adopted the following resolution, presented by the committee on resolutions, unanimously:

"Whereas, The Brotherhood Railway Carmen of America believes in the efficiency of arbitration, mediation and concilia-

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tion as the proper plan for the settlement of differences that may arise between employer and employe; and,

"Whereas, It believes in a fair discussion of all questions relating to the employer and the employed, and also in the advisability of a thorough understanding of such questions; and,

"Whereas, We believe that a satisfactory adjustment can be made of any difference if a thorough understanding is had of it; therefore be it

"Resolved, That the Brotherhood Railway Carmen of America pledges itself to be ready at all times and willing to refer all disputed questions to a board of arbitration on which it can have equal representation with the employer; and be it further

"Resolved, That the Brotherhood Railway Carmen of America pledges itself to abide by the decision of such board of arbitration for the period covered in all cases that may be decided by such board of arbitration."

The present official staff of the Brotherhood is:

Grand Chief Carman, Frank L. Ronemus.

First Vice Grand Chief, M. F. Ryan of Beaumont, Texas.

Second Vice Grand Chief, L. L. Hannah of Vancouver, B. C.

Third Vice Grand Chief, John Suthons of Rochester, N. Y.

Fourth Vice Grand Chief, B. P. Lewis of Memphis, Tenn.

Fifth Vice Grand Chief, F. A. Geiger of Pueblo, Colo.

Grand Secretary-Treasurer, W. F. Donaldson of Missouri Valley, Iowa.

Editor and Manager of Journal, W. J. Adames, Winnipeg, Man., Canada.

Grand Executive Board, Frank Hall (Chairman), Logan, Iowa; J. W. Bartholomew (Secretary), Sunbury, Pa.; W. S. Brown, Oelwein, Iowa (since moved to Kansas City); G. F. Mounts, Kansas City, Mo.; John Hill, East St. Louis, Ill.

Such is in part the history of the Brotherhood Railway Carmen of America, an organization composed of employes in the car department throughout the United States and Canada. Long have its beneficent features been felt by many, and we hope will be felt by many more in the future. As an organization, we believe in "Peace on Earth and Good-Will Among Men," not in hunting, but in avoiding, trouble wherever possible. We believe it is proper for intelligent workmen to strive for the best possible conditions, also that improved conditions shall be employed in such manner as to become a benefit, not only personally to the employe, but shall be transmitted to his family, his community and his country; that children may be better clad and protected; that wives may be social equals with others in any community, and



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Members of Defiance Lodge, No. 25.

that it become known that workingmen in an organized capacity can distinguish wrong from right and at all times practice that which brings credit upon the land of their nativity. It is hoped that all who believe in the benefits to be derived from organization, properly conducted, will make inquiry into the merits of the B. R. C. of A., especially if employed at such occupation as is embraced within the scope of the Brotherhood. A great work is yet before the carmen of the country, and it must be prosecuted with energy if we would continue to increase the power and influence for good of the men of this craft. It is believed that the carmen will do their duty in this respect in the future as they have in the past, and that the Brotherhood Railway Carmen of America will, ere long, be the leader numerically as well as in good conduct among the various organizations of workingmen.

Frank L. Ronemus,

Kansas City, Mo., August 22, 1907.



MARIE R. RONEMUS,  
President and Secretary, Grand Lodge, Loyal Star.

# THE LOYAL STAR

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AUXILIARY TO THE BROTHERHOOD RAILWAY CARMEN OF AMERICA.

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I have been asked to furnish a brief synopsis of the history of the Loyal Star of America, outlining our aims, objects and purposes, for the official Souvenir of Tenth Biennial Convention of the Brotherhood Railway Carmen of America, an organization of which we have the honor to be the Auxiliary.

I am thoroughly familiar with every detail and fully appreciate the necessity of dealing only in facts that this record written may be a true history. I therefore will ask your pardon and indulgence in anything of personal nature.

The Loyal Star of America was brought into existence September 14, 1901, in Kansas City, Mo., at the seventh biennial convention of the Brotherhood of Railway Carmen of America.

On the afternoon of September 13, 1901, there were assembled at my home, 1745 Penn street, Kansas City, Mo., five ladies eligible to membership. All seemed to be willing and anxious to form a ladies' department. After talking matters over we elected officers as follows:

President, Marie R. Ronemus, Kansas City, Mo.

Vice-President, Lulu B. Upton, Kansas City, Kan.

Secretary-Treasurer, Ada Peters, Denison, Texas.

Executive Board, Chairman, Mary E. Mounts, Kansas City, Mo.; Mary A. Seymour, Denver, Colo.; Lulu B. Upton, Kansas City, Kan.

We then appointed a committee, for which every lady was made a member of one, whose duty it would be to determine what should be our aims, objects, etc., and a plan for future work, and were expected to present the same the next afternoon to the Grand Lodge of the Brotherhood of Railway Carmen in convention assembled, and that we ask that convention to make us a national organization auxiliary to their order. We determined to meet next day, September 14th, at the hotel parlors, each to bring what they had prepared, and where we would complete arrangements go over to the hall in a body and present the same.

On arriving at the hotel at the appointed time we soon learned that there was not a sister to be found, neither did they



EFFIE DEACON,  
Second Vice-President, Loyal Star.

return. And when at about 5 p. m. the committee called for us, yours truly had to go alone.

Now this was a trying and indeed very discouraging experience, but I felt that duty had called and I responded in my humble way and as best I could to that call. I trust you will pardon personal allusion when I tell you that, trying as seemed this call, it led up to one of the deepest and most beautiful experiences in my life. The appreciation for feeble effort shown by that intelligent assembly of brothers, their kind words of sympathy, their cordial welcome, their spirit in selecting a name for the infant, etc., is something of which I love to think and will ever remember with pleasure. I am glad to say that that same spirit on their part is still apparent. They have ever been ready to hold up our hands, to help and to encourage us in every way possible.

I am sorry to say it, but it is nevertheless a fact, if today our ladies were half as much interested in promoting the Loyal Star of America as are the members of the B. R. C. of A., we would be marching on to victory.

When our Loyal Star lodge was launched and we were accepted as an auxiliary to the B. R. C. of A., we did not have one cent with which to begin our work. As a token of their faith in us, the Grand Lodge of the B. R. C. of A. donated us \$25 with which to start the work.

This was truly very kind and indeed much appreciated, but of course I soon learned that we could not do business with \$25, as our constitution alone cost us \$50. I have always been opposed to going in debt for anything, believing that it is better to deny oneself than to be in debt, but, to use a slang phrase, I felt that we were "up against it," and feeling fully determined not to turn back, I went to a printer, a friend of my husband, laid my case before him and asked him to trust us, promising to pay as the money came in, etc., and to my surprise, he told me to get things ready and he would be glad to furnish all necessary supplies. I felt delighted at my success, but soon learned that my task was not complete, as it was now necessary to formulate and furnish matter for charter, constitutions, ritualistic work, and whatever was needed as supplies to start our work. In truth, I must say that "Yours Truly" was compelled and is author of all that we have had up to date, and whatever may be said or thought of it, I well know the honest intent and purpose to have something that would uplift and enoble our own class and humanity.

Now, when all was ready and in the hands of the printer, Sister Ada Peters, our Grand Secretary and Treasurer, owing to continued ill health, was unable to do the work and resigned her office. This, to me, was certainly a disappointment. All the sis-



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ters seemed to be encompassed about by this or that encumbrance and felt that they could not give time and attention to this work—your humble servant was appointed by the Executive Board to fill the vacancy: hence, was president, secretary and treasurer until September, 1903.

Now, when all supplies were ready and after paying over the \$25 donated to us, we still had a debt of one hundred (\$100) dollars, with nothing but our faith in the future success of this noble work to meet payment of the same, but well knowing the loyalty of our people, my faith was strong and unwavering.

Although a half dozen or more of the delegates expressed their determination to be known as members of Loyal Star Lodge No. 1, it certainly did seem hard to get started. Finally on the evening of November 23, 1901, we succeeded in launching Kansas City Lodge No. 1.

This gave me new courage; I tell you I felt proud as I recorded the first Loyal Star Lodge. I had believed that the hardest was in getting started, but we again took a rest until January 24, 1902, when I received application for charters for two lodges in one day; they had been organized a day apart, but reached me on the same day. I felt jubilant as I filled out the charter for Pearl of the West No. 2, Pueblo, Colo., and Daisy No. 3, Sedalia, Mo.

Our next was as follows:

Pansy No. 4, Springfield, Mo., organized February 8, 1902.

Marie No. 5, St. Joseph, Mo.

Florence No. 6, Topeka, Kan., organized February 13, 1902.

Othello No. 7, Urbana, Ill., organized May 14, 1902.

Now after this we had quite a rest between lodges being organized; and while waiting, working and earnestly hoping for definite results from earnest effort, the printer to whom I had gone in debt sold out his place of business, was going West in search of health, and naturally would be pleased to collect all bills before leaving the city, etc. Now this very much worried me; I scarcely knew what to do, as I had no money on hand, and, from past experience, would be a long time in getting the needed amount, but as I believe that light and help always come to those engaged in a noble work, at the needed hour it came to me.

I was on quite friendly terms with the then Grand Secretary-Treasurer of the Brotherhood Railway Carmen of America. He feeling a very deep interest in our cause came to my rescue and, without saying a word to me about it, assumed the debt personally and presented me with a receipt in full for \$58. I shall never, never forget my pleasure on that occasion; and although I felt that I still owed the debt, I was certainly greatly relieved



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and had no fears of violent treatment, even though I might be a long time in paying the same.

Now for fear of overreaching the space allotted me, I will not go further into detail history, suffice to say that when we held our first biennial convention, which opened for business September 9, 1903. at St. Louis, Mo., we had 16 lodges; the application for Success Lodge No. 16 having been handed us at convention, they having elected their delegate, etc.

We owed no man or woman one cent, and after meeting all convention expenses we still had on hand and in hands of the treasurer the large sum of \$44.06. I felt proud at the end of two years, beginning as we did, to be able to report as having on hand a goodly supply of all necessary supplies and such a surplus of actual cash.

#### WE FELT WELL PLEASED WITH OUR FIRST CONVENTION.

Ten out of the sixteen lodges were represented. Very few changes were made more than to create several new offices. The following officers were elected for the ensuing term:

President and Secretary, Marie R. Ronemus, Kansas City, Mo.

First Vice-President, Florence Elliott, Topeka, Kan.

Second Vice-President, Effie Deacon, Cedar Rapids, Iowa.

Third Vice-President, Lora B. Woody, Springfield, Mo.

Fourth Vice-President, Leona Mener, Shreveport, La.

Fifth Vice-President, Beatrice Chapman, Winnipeg, Manitoba, Canada.

Financial Secretary and Treasurer, Susie Raymond, Pueblo, Colo.

Chancellor, Greta Spangler, San Bernardino, Cal.

Marshal, Mrs. M. J. Lewis, Memphis, Tenn.

Warden, Minnie Richtor, Urbana, Ill.

Sentinel, Annie Boling, Denver, Colo.

Executive Board, Lora B. Woody, Springfield, Mo.; Florence Elliott, Topeka, Kan.; Ada McAbee, Pueblo, Colo.; Effie Deacon, Cedar Rapids, Iowa; Nora Heckman, Roanoke, Va.

Yes, we had a good convention, and although quite a number who were then ready to accept office or to do anything to push the work, when they came to realize the great amount of work there was to be done and the sacrifices that must needs be made, soon fell by the wayside; but we were not discouraged. How earnestly we worked and how very anxious we were to keep every lodge organized in line, and to be represented by that number at our next convention; and, yet, how could we in reason expect this. Ours is not different from other organizations, and there never has been a movement or organization, no matter what

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is its strength and influence today, with such a record, comparing our organization with the history of others of its age; and instead of feeling dissatisfied, we must feel encouraged and enthused, for surely if we be young in the field our influence is being felt in many homes and hearts today.

We have aims and objects that are high and lofty, we are determined by our own earnest effort, backed by that splendid organization, the Brotherhood Railway Carmen of America, and last, but by no means least, by the guardian help of God's right hand, we, I am sure, will be able to surmount every obstacle and will in time stand shoulder to shoulder with the best and with the noblest organizations of our land.

The objects of the Loyal Star are as follows:

To unite in bonds of fraternity all acceptable white persons who believe in the existence of a Supreme Being, and who are of high moral character; to give their very best help and energy to the advancement, growth and interest of the Brotherhood Railway Carmen of America; to cultivate and maintain a fraternal spirit; promote social interest among its members; improve its members morally and intellectually; look after and care for the sick, afflicted and unfortunate of the B. R. C. of A.; prove ourselves willing in every way to help the organization of which we are a part, and to use our every influence to promote the power of the union label.

Also there has been added (as proposed in my letter which appeared in the May, 1904 issue of the journal and later brought before the Ninth Biennial Convention Brotherhood Railway Carmen and Loyal Star in convention assembled) what is *now perhaps the highest and noblest ambition of the Loyal Star, to BUILD and MAINTAIN a HOME for disabled, indigent carmen, disabled wives and orphan children of such, believing as we do, that there can be no higher or nobler ambition than to provide a place for those who early in life have been bereft of parents, where they can have a home and opportunity in life.*

This proposition was brought before the Ninth Biennial Convention of the Brotherhood Railway Carmen of America and Loyal Star of America at Buffalo, N. Y., September, 1905, and, we are glad to say, met with the hearty approval and endorsement of ALL, which was evidenced by the spirit of the delegates, as they rushed to the front, clamoring to have their names among the first to give, etc.

It had not been my purpose in coming before that convention to raise money, but rather to lay before the representatives our plan and also to endeavor to make necessary arrangements for carrying on this work, but as all seemed anxious to contribute



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Feb. 5, 1907 (Open-	
ing day) .. . . .	\$2,198,337.25
Mar. 5, 1907 .. . . .	3,262,325.93
Apr. 5, " .. . . .	3,704,675.00
May 6, " .. . . .	4,989,446.61
" 20, " .. . . .	<b>5,144,243.10</b>

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at that time, and would not be controlled, I decided that Providence had a hand in the matter and did not disturb it. Quite a handsome sum was raised in cash, which was linked with that spirit of confidence and co-operation, which are equally essential to our future success.

A committee of three members each from the B. R. C. of A. and L. S. of A. was there appointed, which is known as the Loyal Star Home Building Committee, and which is as follows:

Brotherhood Railway Carmen of America—P. B. Lewis, 4th Vice G. C. C.; Peter Carlyon, Kent, Ohio; G. S. Lacy, Kansas City, Mo.

Loyal Star—Mrs. Lou Brown, Mrs. H. Y. Young, Marie R. Ronemus.

A custodian of this fund was then named (the honor having been bestowed on myself). The custodian is under bond in a first-class bonding company. Every cent donated to this fund is placed in the bank on interest, and is not subject to draft, except by order of the Grand Executive Board of the Brotherhood Railway Carmen of America, who audit the accounts of the custodian of this home fund every six months, as they meet at headquarters to audit the accounts of the G. S. & T., so you will see all donations are perfectly safe. It might be of interest to mention that I also have in connection with my regular set of books a book known as the "Loyal Star Honor Roll Book," where I shall keep the name and address of every contributor to the fund; and when this home is dedicated this Honor Roll Book will be presented and will be kept in this home, and will contain the history with the name, etc., of all who have made this home possible.

Now the intent and purpose of the propaganda of this ambition is to build and maintain this home by *free-will donations*. It is not our purpose or intention to at any time levy an assessment on any lodge or members of the B. R. C. of A. or L. S. of A., either to build or to maintain this home. We do not intend that this home, with all that it stands for, shall be a hardship or a burden, but rather a blessing and a comfort to each and all. In putting forth this effort the Auxiliary is only true to a cardinal principle of our organization, for, as you will note, by reading the preamble of the Loyal Star, one of our first principles is to give our very best help, strength and energy to the advancement, growth and interest of the Brotherhood Railway Carmen of America, and we believe to build this home is a splendid way in which to prove our loyalty to the principles we advocate, for certainly such a home would prove a blessing—yes, boon—to the B. R. C. of A. We, as an organization, do not want to make such a proposition and leave the burden to the B. R. C. of A., but we

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want to prove to all our ability to do as well as to say things. Our record thus far is proof that we are not a burden, for certainly we began at the bottom and have carried our work on with credit.

My object in thus going into detail history on this thought is to familiarize all who may chance to read it with our work and plan.

We want the hearty approval and co-operation in all our work, but we do not want, at any time, to have an assessment levied on the Brotherhood Railway Carmen of America or the Loyal Star of America for the purpose of carrying on this work, but whatever is given to this noble cause, let it be a FREE-WILL GIFT or contribution. Anyone who believes it to be a worthy ambition is at liberty to give, and it makes no difference how large or how small the donation, it will be received and appreciated just the same. Anything to which one contributes becomes a part of them, and they always feel a special interest in it.

We do not despise the small donations, for it is the little things that go to make up the sum and total of life.

"The pleasure of many may be oftentimes traced to one,  
As the hand that plants an acorn shelters armies from the sun."

I am proud of the report I will be able to make at the Chicago convention, not only of the cash receipts, but two building sites of ten acres each (one near Iuka Mineral Springs, Iuka, Miss., offered by C. F. Waymer. He is not a member, but a friend of organized labor and one who believes ours a worthy cause; the other is offered by W. H. Ronemus at Mena, Ark.), and we have also created a healthy public interest in this work in the two years' time. All these things are evidence of confidence, and are certainly highly appreciated by me.

We cannot yet say where this HOME will be located. When we have on hand sufficient funds to begin work, the Building Committee will carefully consider all offers and decide what is best. We have at all times (according to our best judgment) used the means at hand for the advancement and best interests of the Loyal Star of America, and as I look back over our records, note the number of lodges we have, think of the loyal hearts therein represented, and know of the wonderful influence for good that is to-day felt, because of earnest, untiring efforts of the faithful in this cause, which stands for the ennobling and enriching of humanity, my heart goes out in praise and in gratitude to Him who has promised to be our strength in weakness, and who has shown us, if we will render the very best workmanship of which we are capable, and have done our best, no matter how imperfect

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IT PAYS TO USE THE BEST TOOL STEEL ON THE MARKET

## Crucible Steel Company of America

PITTSBURGH, PA.

*Chicago Branch, 64 and 66 SOUTH CLINTON STREET*

F. BASKERFIELD, Manager  
*Western Railway Dept.*

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our work may seem, "He" to whom we are responsible will perfect our work, and we will thus be the means toward accomplishing much toward alleviating humanity.

We anticipate that this, our Third Biennial Convention, will be one to which we will have reason to point with pleasure and pride, because of the splendid work accomplished.

Again thanking those to whom we are indebted for space and place in this beautiful Souvenir, where the Loyal Star may record something of her history, and with best wishes to each and every one, and abiding faith in the future success and greatness of both organizations, I am,

Loyally,

Marie R. Ronemus,  
Grand President.



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# The Fair

State, Adams and Dearborn Sts.



## *Everything*

*to eat, to wear, to furnish  
the home, at lowest  
possible prices.*

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KANSAS CITY  
MISSOURI

## The Standard Brake Shoe Company

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## THE PITTSBURG VITRIFIED PAVING AND BUILDING BRICK COMPANY



KANSAS CITY, MO.



JOHN A. HILL,  
Member of Grand Executive Board.



# THE HOTEL MAJESTIC

Of modern construction and arrangement, strictly fireproof, is located on Quincy Street, between State and Dearborn Streets, 150 feet from main entrance of the new postoffice, only a half block to the great State Street stores, one block to elevated railway stations, all street car lines within from one to three blocks. The Board of Trade, Stock Exchange, banks, large office building; jobbing houses and principle theaters are within easy walking distance.

THE HOTEL MAJESTIC'S 200 rooms are superior in size, light, air and sanitary conditions to any in Chicago; all have long distance telephones; all are outside rooms, having recently been newly furnished, nothing is old, and with the 150 bath rooms make the comfort of the guests an assured fact.

RATES, \$1.00 AND UP

## Frank Hall

Manager

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Absolutely Fireproof

European Plan



We also make  
Celluloid and Gold  
Buttons, Pins,  
Charms, and  
Regalia for Lodges  
and Societies.

Write for Prices.

# Keyser Lodge, No. 437

KEYSER, WEST VIRGINIA

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The Baltimore & Ohio shops are located at Keyser, W. Va., and the location is one that lends energy to the hands of the toilers, as the bracing mountain air makes it an ideal spot for such a plant. The Brotherhood can well be proud of Keyser Lodge No. 437, whose members are employed in this shop, for their energy and deep interest in the work of organized labor. The Keyser Lodge is in good financial shape and its membership is growing in a way to cause some of the other lodges to look to their laurels. The spirit of unionism that prevails is what has made the Brotherhood such a factor in railway circles, and the means employed by the officers in holding their membership together in bonds of



J. P. GARDNER, P. C. C.  
Keyser Lodge, No. 437.



H. C. WRIGHT, Treasurer,  
Keyser Lodge, No. 437.

true brotherhood love is a lesson all may learn with benefit to themselves and the B. R. C. of A. Devotion to principle and true performance of duty command the respect of all; and the employer will see the justice of claims more readily when he knows the employes are giving an honest day's work in return for an honest day's pay. These are the principles Keyser Lodge so well understand.

# FIDELITY TRUST COMPANY

KANSAS CITY, MO.

Capital and Surplus \$2,000,000.00



FIDELITY TRUST COMPANY BUILDING (Formerly the Postoffice).

2% Interest on Checking  
Accounts.

3% Interest on Savings Accounts  
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Safe Deposit Boxes for rent, \$5.00 per  
year and up, in the

*ARMOR PLATE VAULT*

Visitors and Sightseers are Welcome.

COMPLIMENTS OF

The Ingoldsby Automatic Car Co.

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St. Louis, Mo.



BIRDSEYE VIEW OF BALTIMORE & OHIO CAR SHOPS,  
Keyser, W. Va.

Employees are Members of Keyser Lodge, No. 437.



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# The Long-Bell Lumber Co.

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Capital and Surplus, \$7,500,000

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## GRAIN COMMISSION

121 and 122 Board of Trade

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UNSURPASSED BY ANY HYDRAULIC CEMENT MANUFACTURED

Works, FORT SCOTT, KAN.

Address FORT SCOTT CEMENT ASSOCIATION

AETNA BUILDING, 121 WEST EIGHTH ST.

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LARGEST BUGGY FACTORY IN THE WORLD  
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Yellow Pine Department  
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RAILWAY DEPARTMENT

## THE GLIDDEN VARNISH COMPANY

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## International Hardwood Lumber Co.

Manufacturers and Wholesalers of

Yellow Pine and Hardwood Lumber

Specialties: Long Leaf Yellow Pine, Car Material and Finish

Home and Sales Office: SUITE 7 and 8, 613 PINE STREET, ST. LOUIS, MO.

Mil's in Mississippi and Alabama

Southern Offices: MOBILE, ALA., LITTLE ROCK, ARK., IUKA, MISS.

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JOINT PROTECTIVE BOARD, CHICAGO GREAT WESTERN RAILWAY.

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**C E N T R A L  
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**E. D. FISHER COMMISSION CO.**

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**Chicago, Wilmington  
& Vermillion  
COAL CO.**

**COAL**

General Offices  
625 Old Colony Building  
CHICAGO

## The Southern Railway

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He who would have a home along the line of the greatest industrial railway in America will select a location in that section of the United States tributary to the Southern Railway. This great system has thousands of miles of track in the important states of Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee, Kentucky and southern Indiana and Illinois. Its tracks extend from the Potomac and Ohio rivers on the North to the Gulf of Mexico on the South, and from the Atlantic Ocean on the East to the Mississippi River on the West, and reaches by its own trains and connections all of the principal market and trade centers of the country.

No geographical division of the Union presents as many desirable features for persons seeking locations where they can engage in farming or in manufacturing enterprises. The conditions favor all forms of agricultural life—general farming, fruit raising, dairying, live stock or trucking. The Southern Railway reaches so many growing factory cities and towns, where there is demand for farm products, that the business is profitable. The northern markets are also demanding large quantities of early fruits and vegetables from the South. There are localities where shipments of truck are made to the North every month in the year. It is possible for a family in the South to enjoy something green from the garden for the table every month in the year.

Land values are surprisingly cheap, when all advantages are considered. Two or more crops can be raised on the same land each year, and under intelligent rotation the fertility of the soil can be maintained. Lands can be had from \$5 an acre up. In many localities, near factory towns, there is employment for members of the family, besides markets for the surplus of field, garden, orchard, dairy and poultry yard.

For the manufacturers the South offers special inducements. Raw material and power can be had in close association. There is scarcely a mineral, metal, stone or clay known to the Union that does not exist in commercial quantities somewhere in the South. There is a vast supply of coal, and water power is available to a greater extent than in any other equal territory in the United States. All of the commercial varieties of timber, both hard and soft woods, are to be found. The South is the principal cotton-producing region of the world. The opportunities for the successful establishment of iron and steel mills, furniture and other wood-

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Compliments of  
U. S. METAL & MFG. CO.

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Compliments of  
JOHN L. WOODS

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Compliments of  
Chicago Malleable Casting Co.  
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Compliments of  
BRADFORD CAR MFG. CO.

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R. W. GREEN RAILWAY SUPPLY CO.

**RAILWAY AND FOUNDRY SUPPLIES**

507 North Second Street

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ST. LOUIS

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working plants, textile mills and fruit and vegetable canneries cannot be excelled.

In many localities where raw material is abundant local capital can be had to join with experienced men of the North or abroad in establishing factories. In the large factory towns there are openings for men to start repair shops and small industries, with every chance of enlargement.

The South is not merely a place to make money in, but a country to live in, where the "home beautiful" is possible, where flowers bloom the year around, where fuel and clothing bills are not as large as they are in the North, and where the climate is not as exacting upon health and comfort.

The Southern Railway's management gives much attention to the upbuilding of the territory served by it. It knows that it cannot prosper unless the country through which it operates is doing well. A prosperous people make a prosperous railway. The development policy of the Southern Railway is fully demonstrated in the numerous enterprising communities, towns and cities along its lines.

Persons who may be looking for locations where they can better themselves financially or physically are invited to write to M. V. Richards, Land and Industrial Agent of the Southern Railway, Washington, D. C., and he will not only send descriptive literature about the South, but answer any questions that may be asked, and render any aid he can in finding farm locations, business openings or factory sites.



STATION ON THE LINE OF THE SOUTHERN RAILWAY.





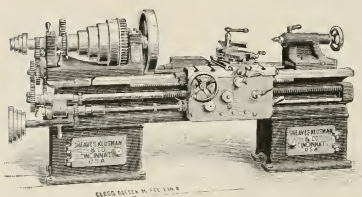
JOINT PROTECTIVE BOARD, NEW YORK, NEW HAVEN & HARTFORD RAILROAD.



GRAND LODGE OFFICERS ELECTED AT THE NINTH BIENNIAL CONVENTION.

# *Marshall & Huschart Machinery Co.*

GEO. J. STANSBURY, Manager



## *Machine Tools*

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## W. R. COLCORD MACHINERY CO.

### MACHINE SHOP EQUIPMENT

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JOINT PROTECTIVE BOARD, SOUTHERN PACIFIC RAILWAY.

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## Townley Metal & Hdw. Co.

Manufacturers of

### PIERCED TINWARE

KANSAS CITY, MO.

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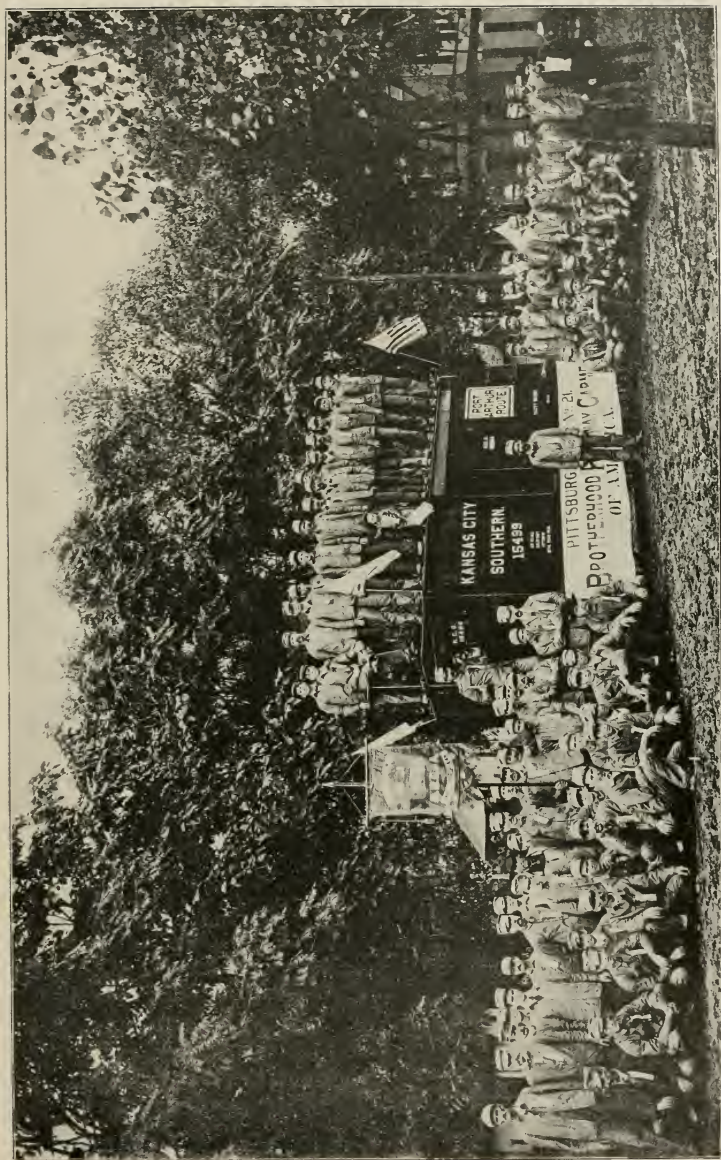
### GRAIN, FLOUR, MEAL, MILL FEED AND HAY

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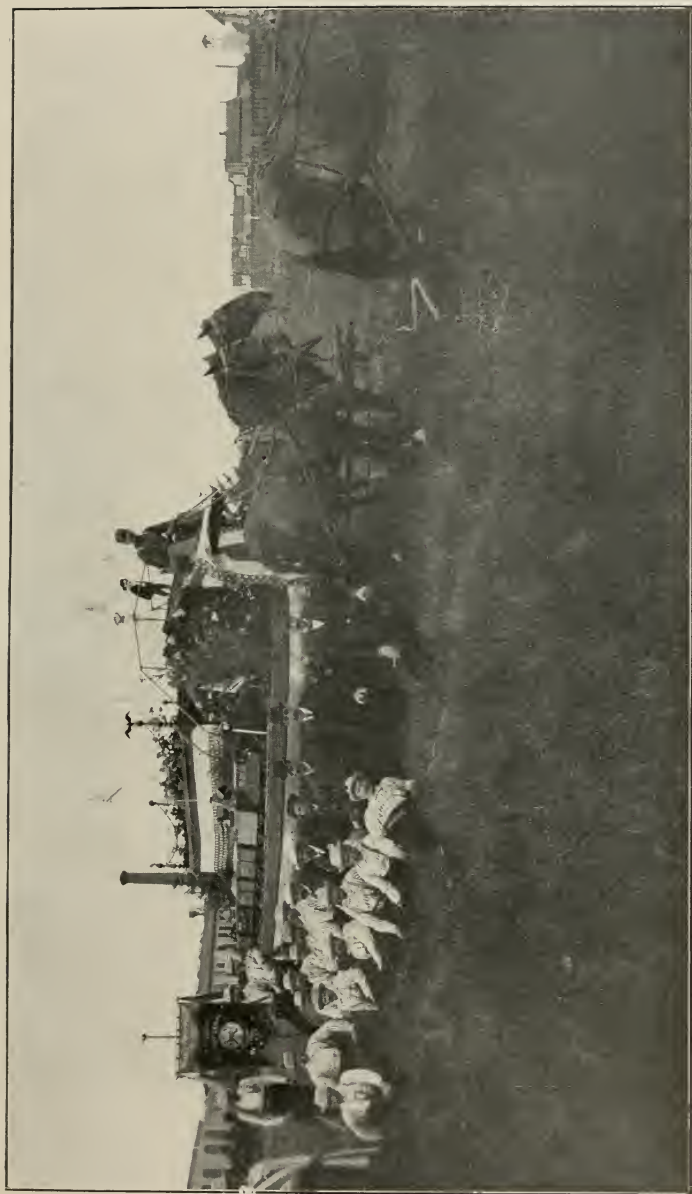


LABOR DAY FLOAT, PITTSBURG LODGE, NO. 21.  
Pittsburg, Kan.



JOINT PROTECTIVE BOARD, GREAT NORTHERN RAILWAY.





LABOR DAY FLOAT,  
Showing Miniature Train of Cars Made by Members of the Brotherhood.



JOINT PROTECTIVE BOARD, NORTHERN PACIFIC RAILWAY.

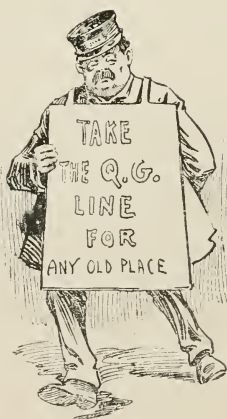
## A Word of Thanks

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The Brotherhood tenders its thanks to the following well-known firms who, by their liberality and support, have made this work possible:

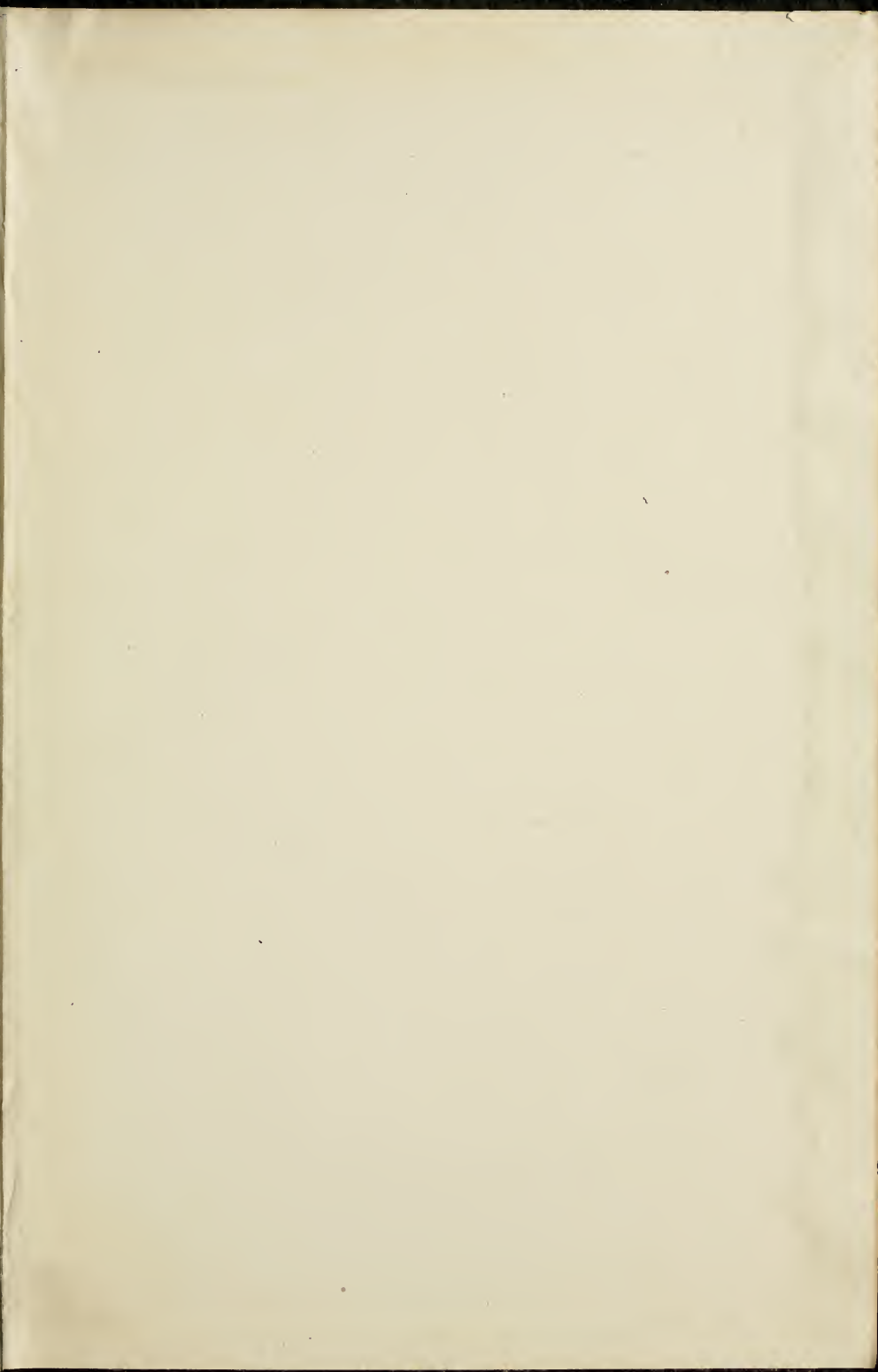
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